

FIG. 1

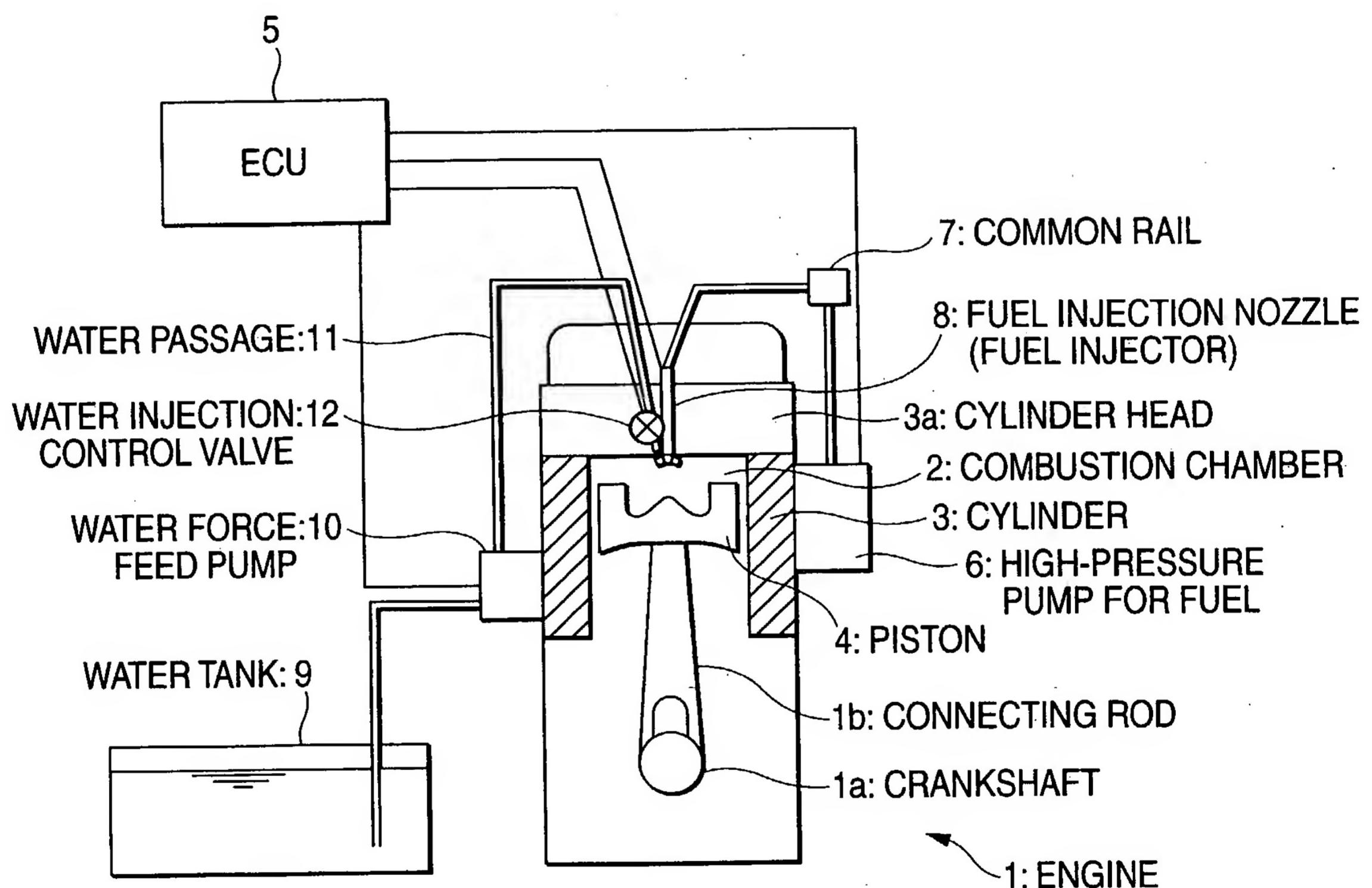


FIG. 2A

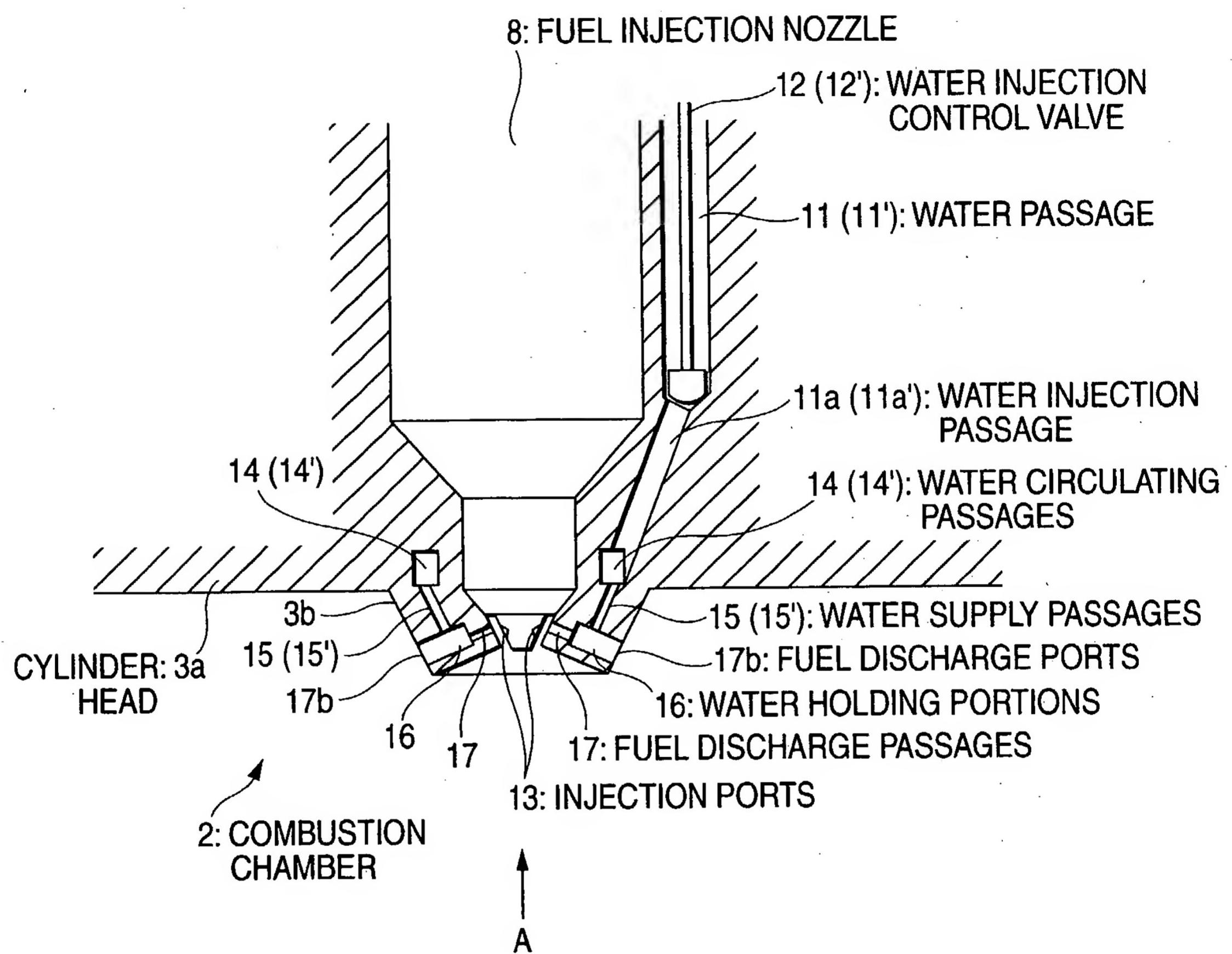
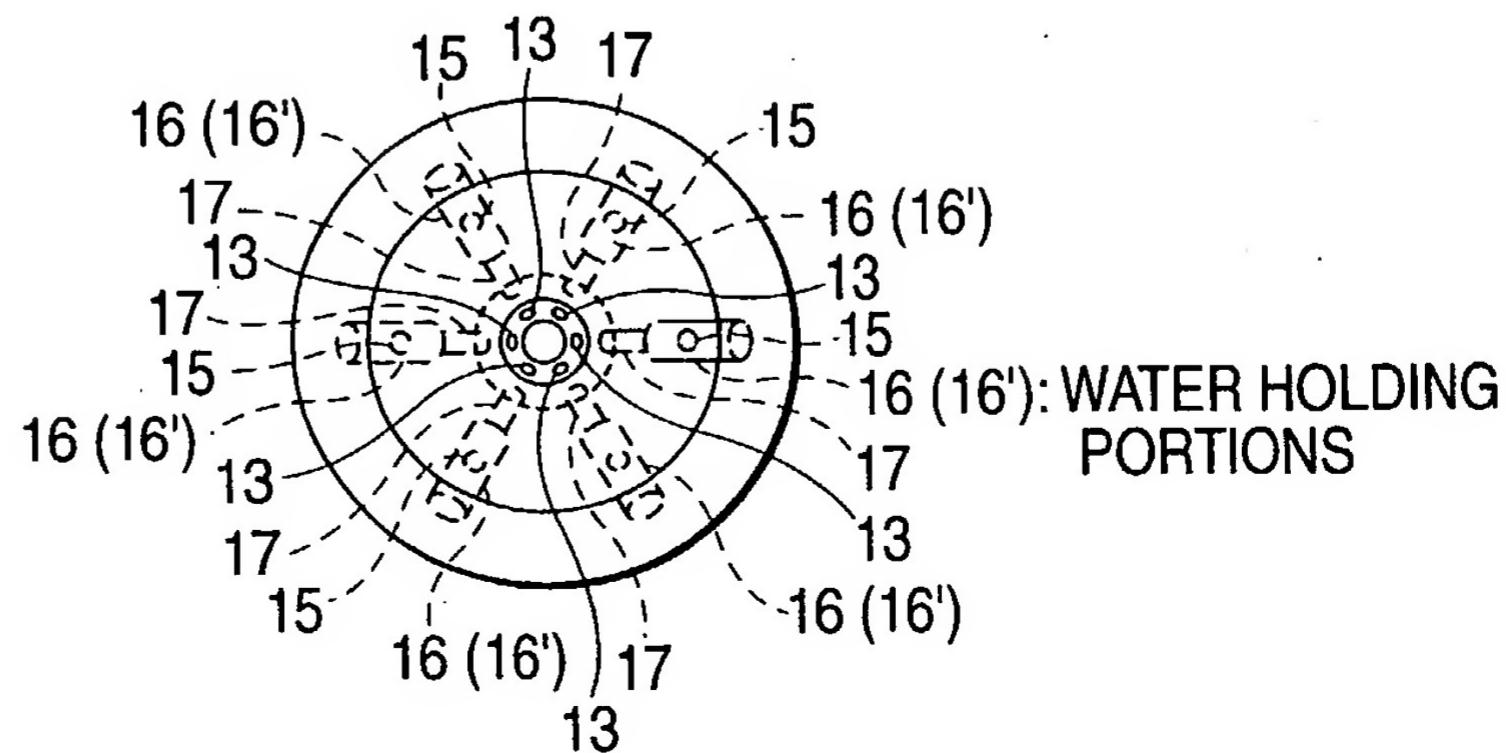
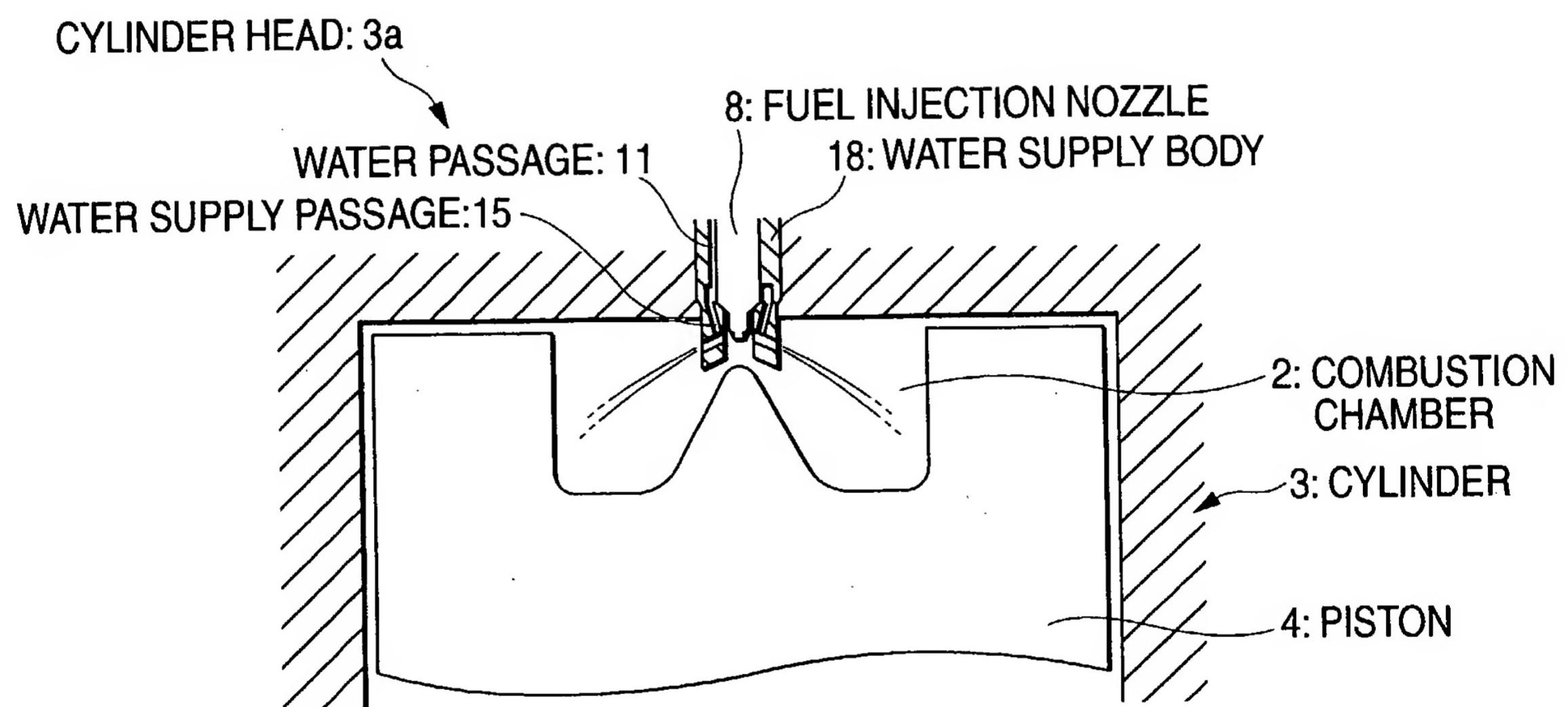


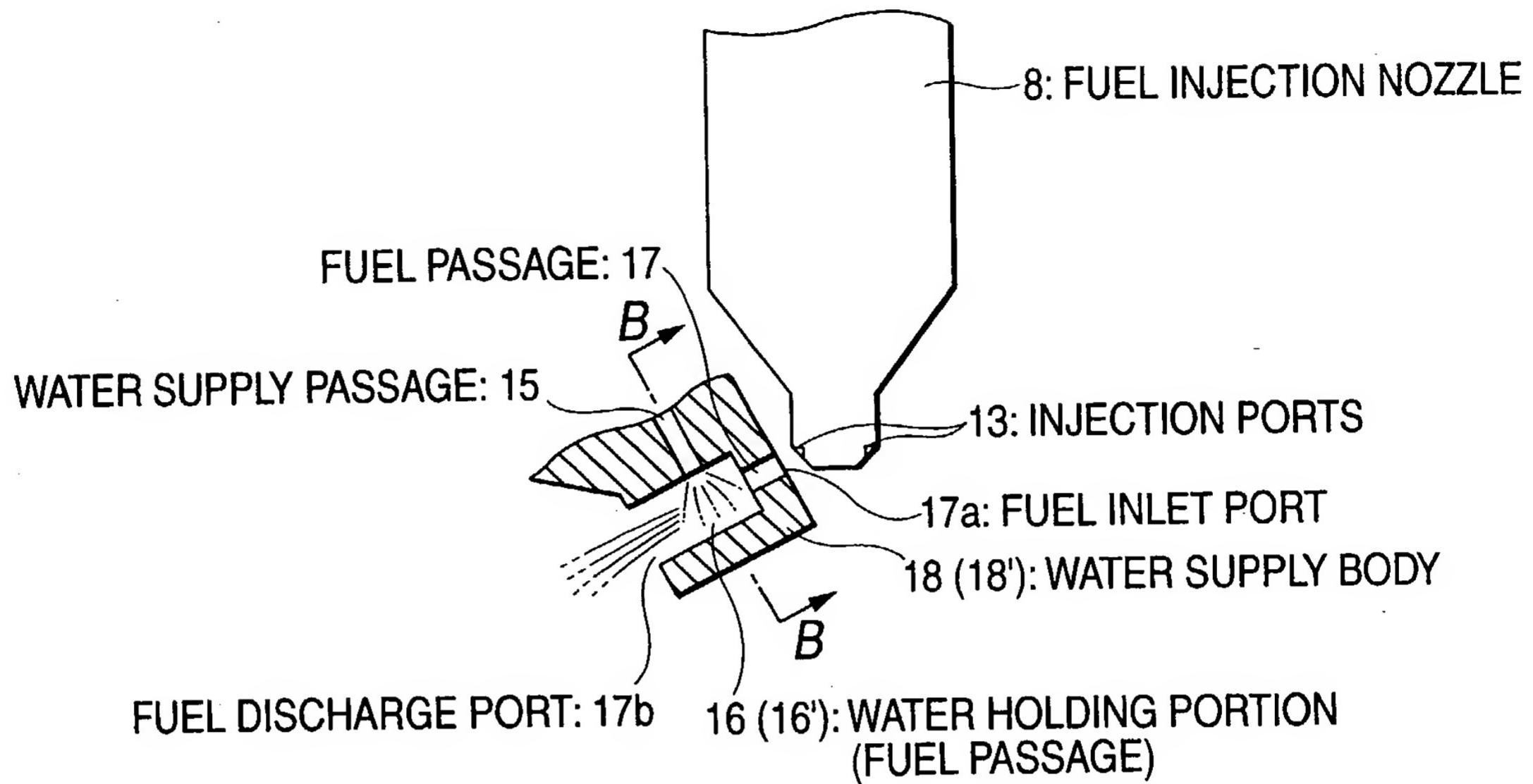
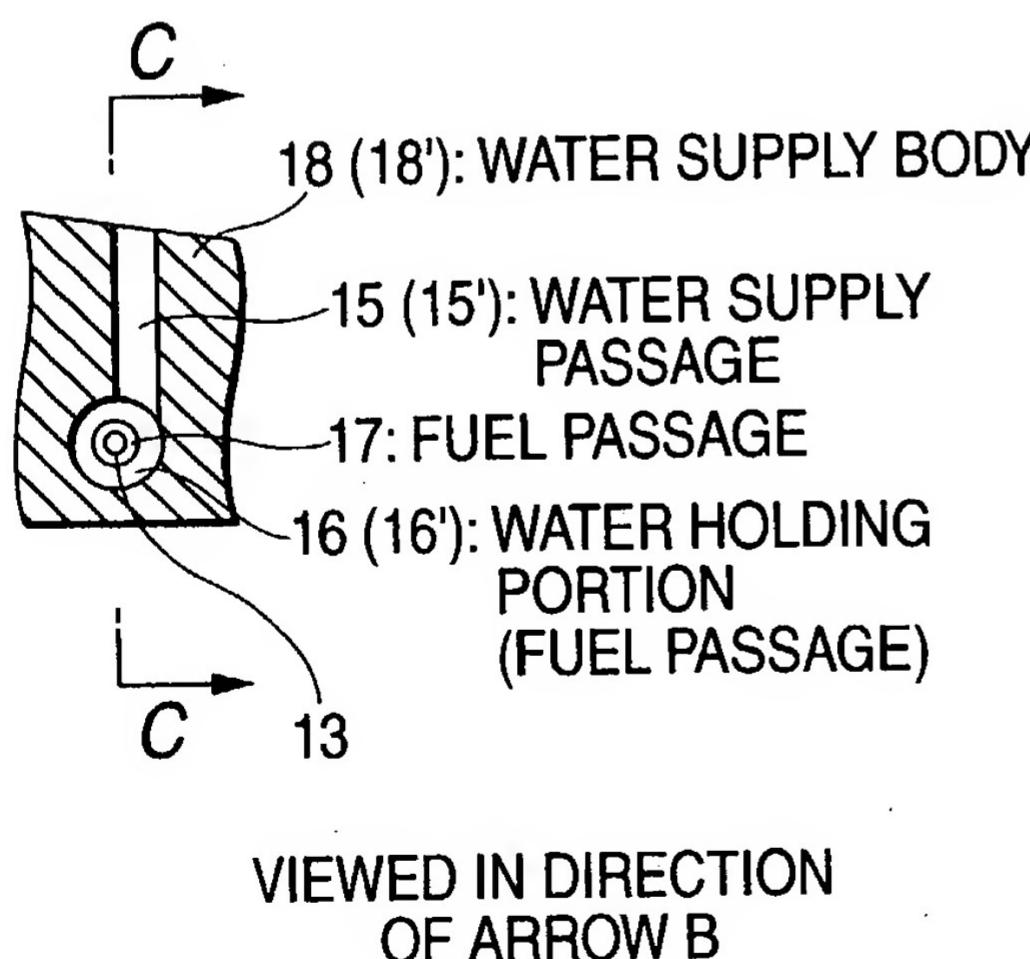
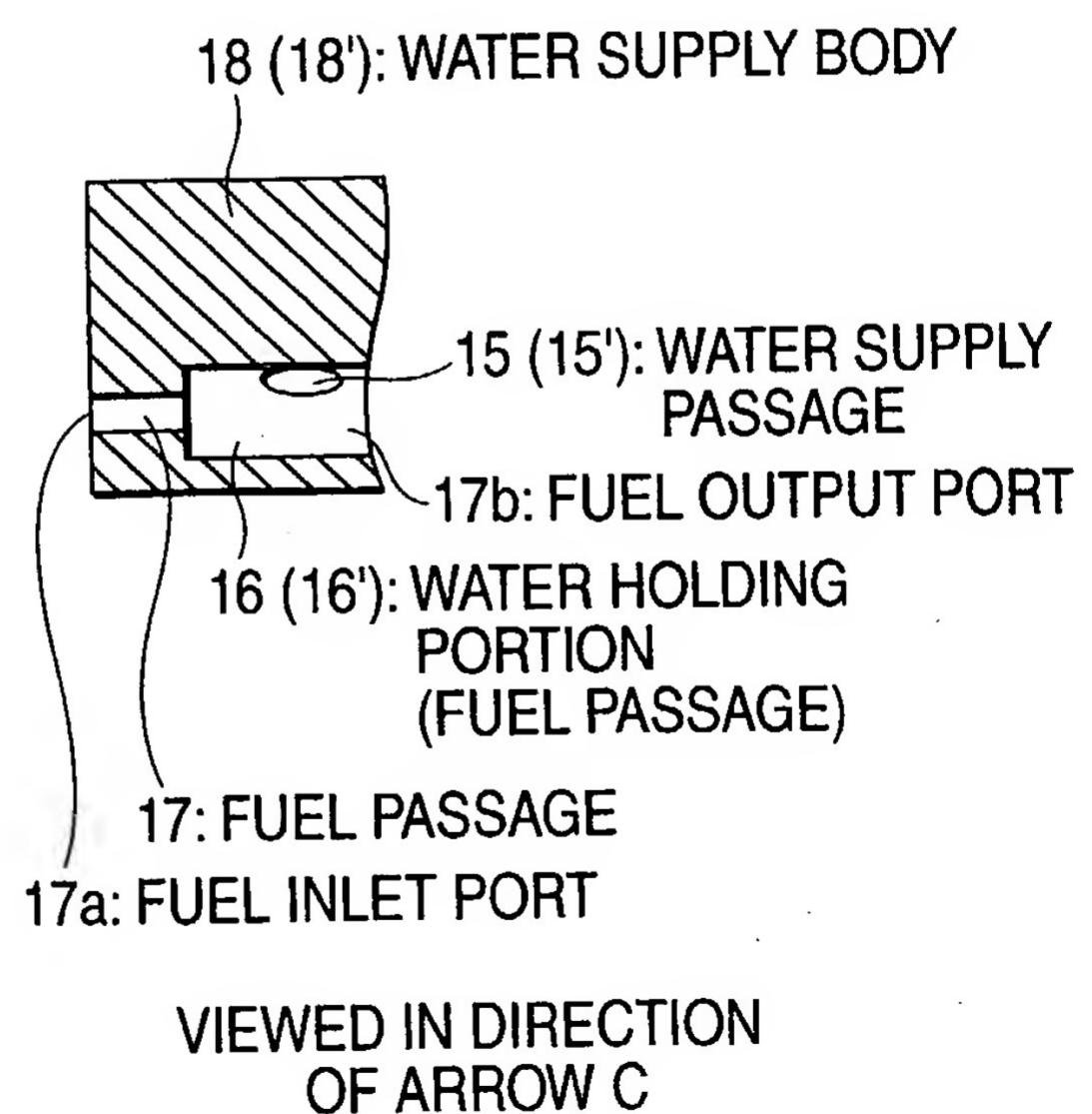
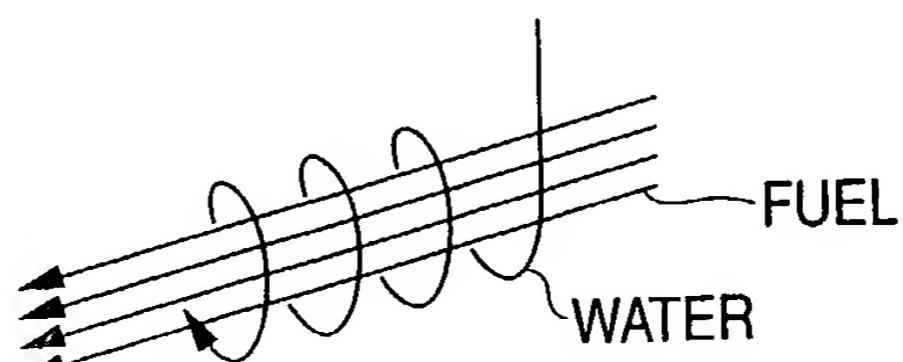
FIG. 2B

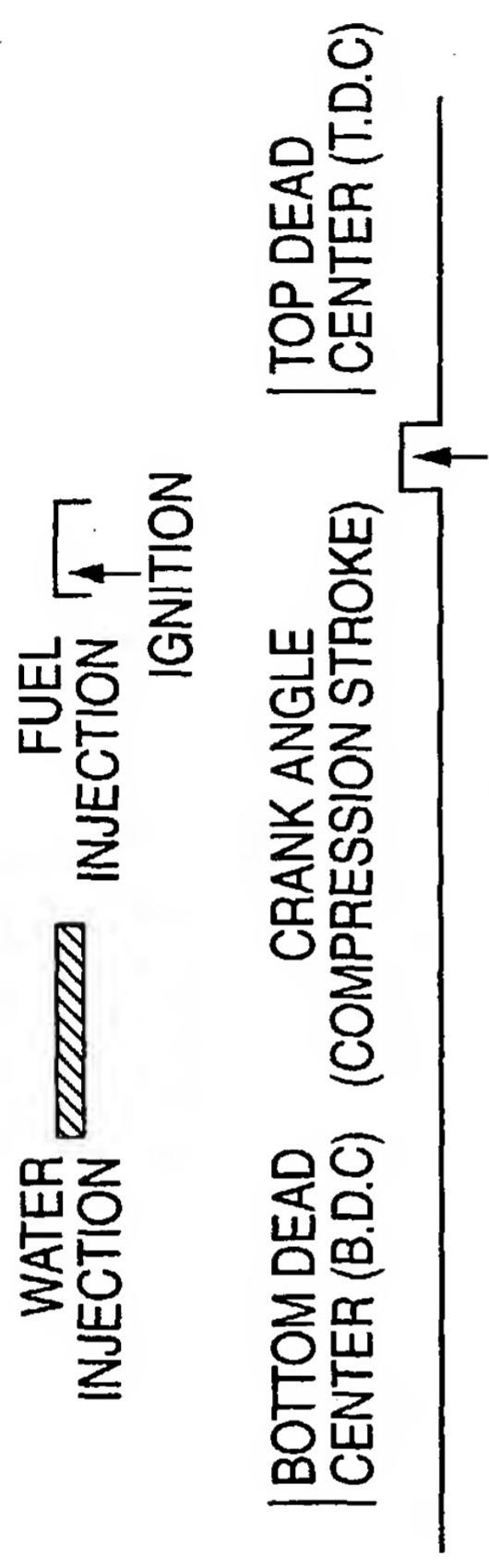


VIEWED IN DIRECTION OF ARROW A

**FIG. 3**



**FIG. 4A****FIG. 4B****FIG. 4C****FIG. 4D**



*FIG. 5A*

LOW LOAD TIME  
REGULAR DIESEL ENGINE

*FIG. 5B*

FIRST MODE OF EMBODIMENT  
(CONTROL EXAMPLE 1)

*FIG. 5C*

FIRST MODE OF EMBODIMENT  
(CONTROL EXAMPLE 2)

*FIG. 5D*

FIRST MODE OF EMBODIMENT  
(CONTROL EXAMPLE 3)

*FIG. 5E*

HIGH LOAD TIME  
REGULAR DIESEL ENGINE

BOTTOM DEAD CENTER (B.D.C) CRANK ANGLE (COMPRESSION STROKE)

TOP DEAD CENTER (T.D.C)

This diagram shows a timing sequence for a regular diesel engine operating at high load. It includes a water injection pulse, a fuel injection pulse starting before T.D.C, and an ignition pulse occurring at T.D.C. The crank angle is measured from B.D.C to compression stroke, and then to T.D.C.

*FIG. 5F*

FIRST MODE OF EMBODIMENT  
(CONTROL EXAMPLE 1)

*FIG. 5G*

FIRST MODE OF EMBODIMENT  
(CONTROL EXAMPLE 2)

*FIG. 5H*

FIRST MODE OF EMBODIMENT  
(CONTROL EXAMPLE 3)

FIG. 6

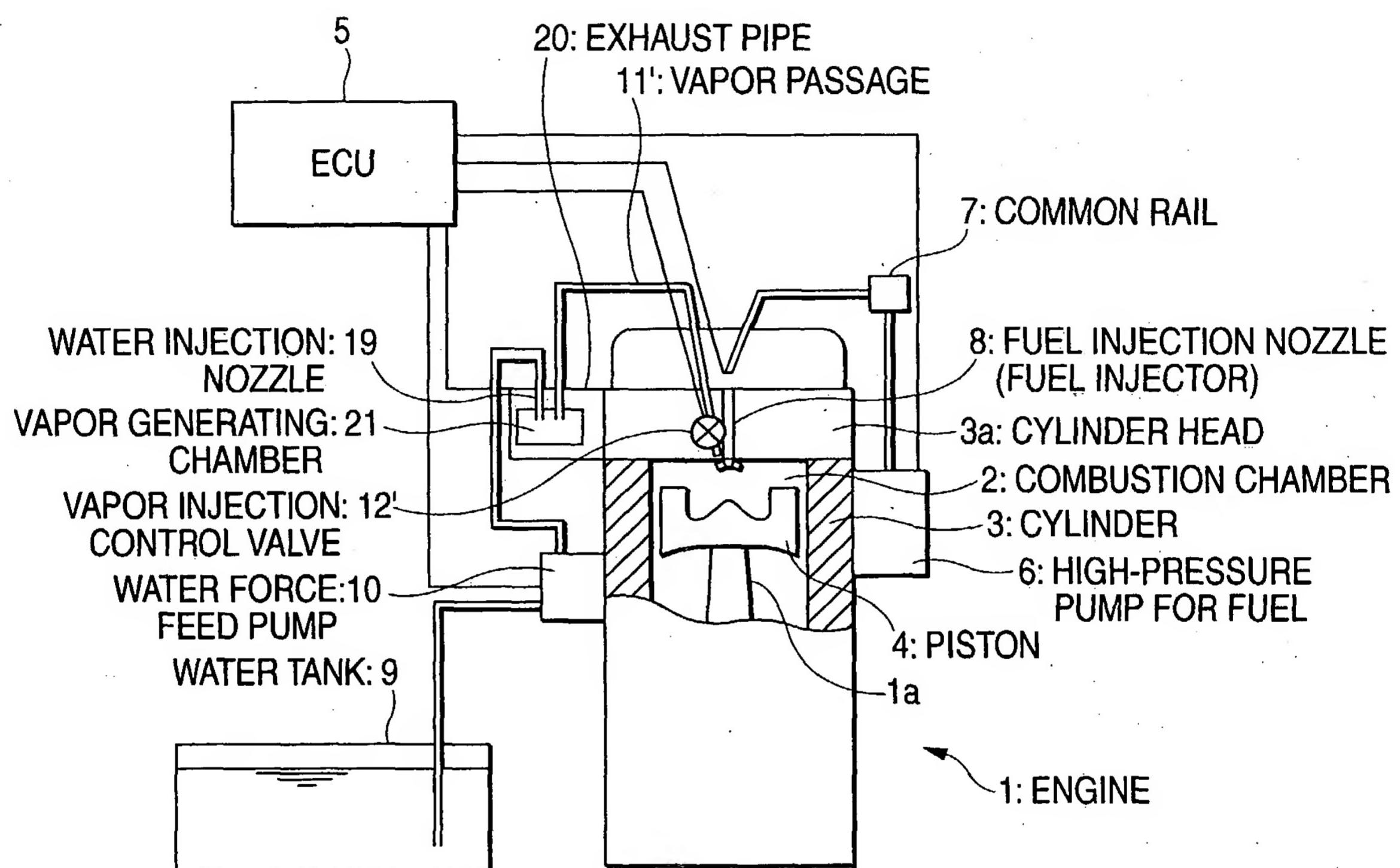


FIG. 7

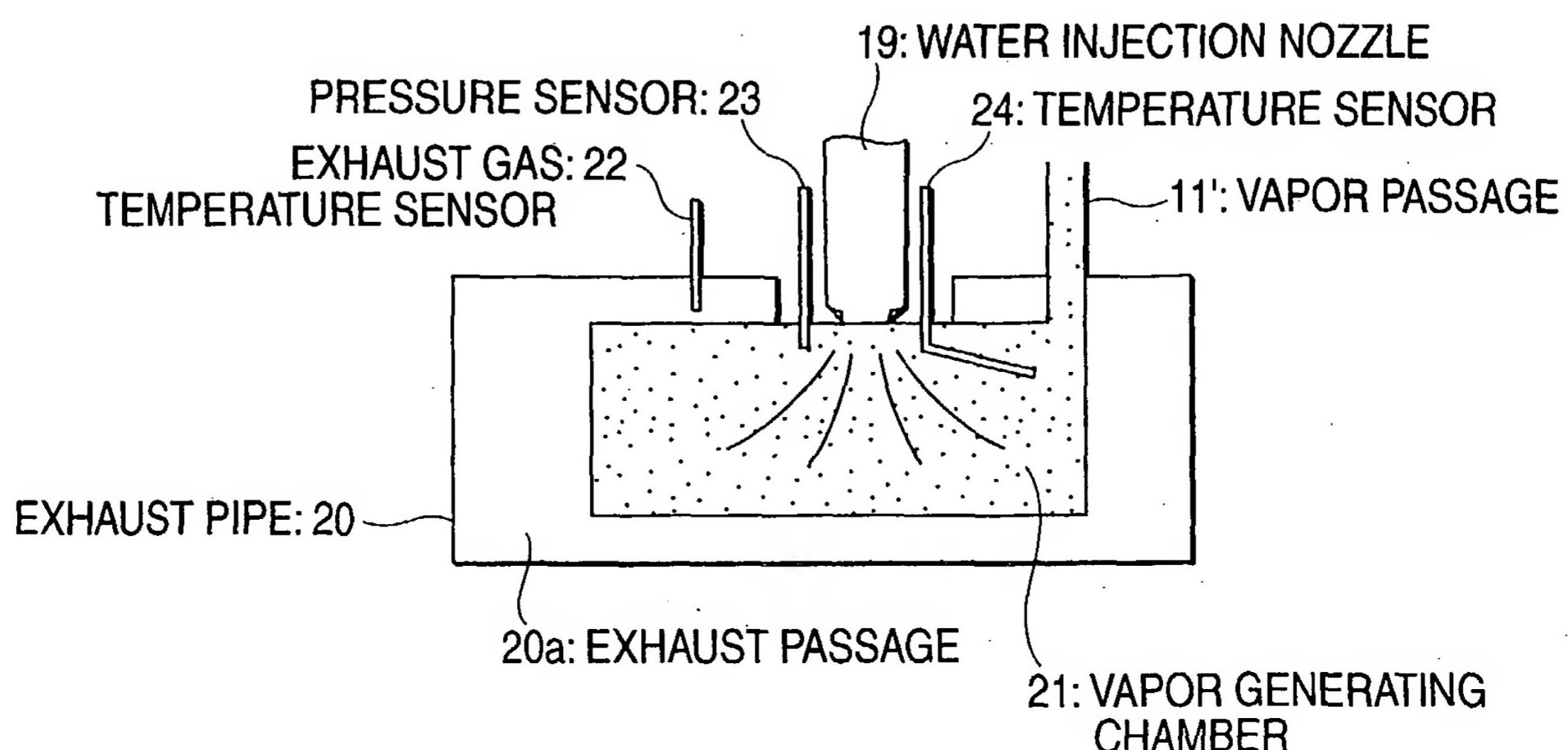
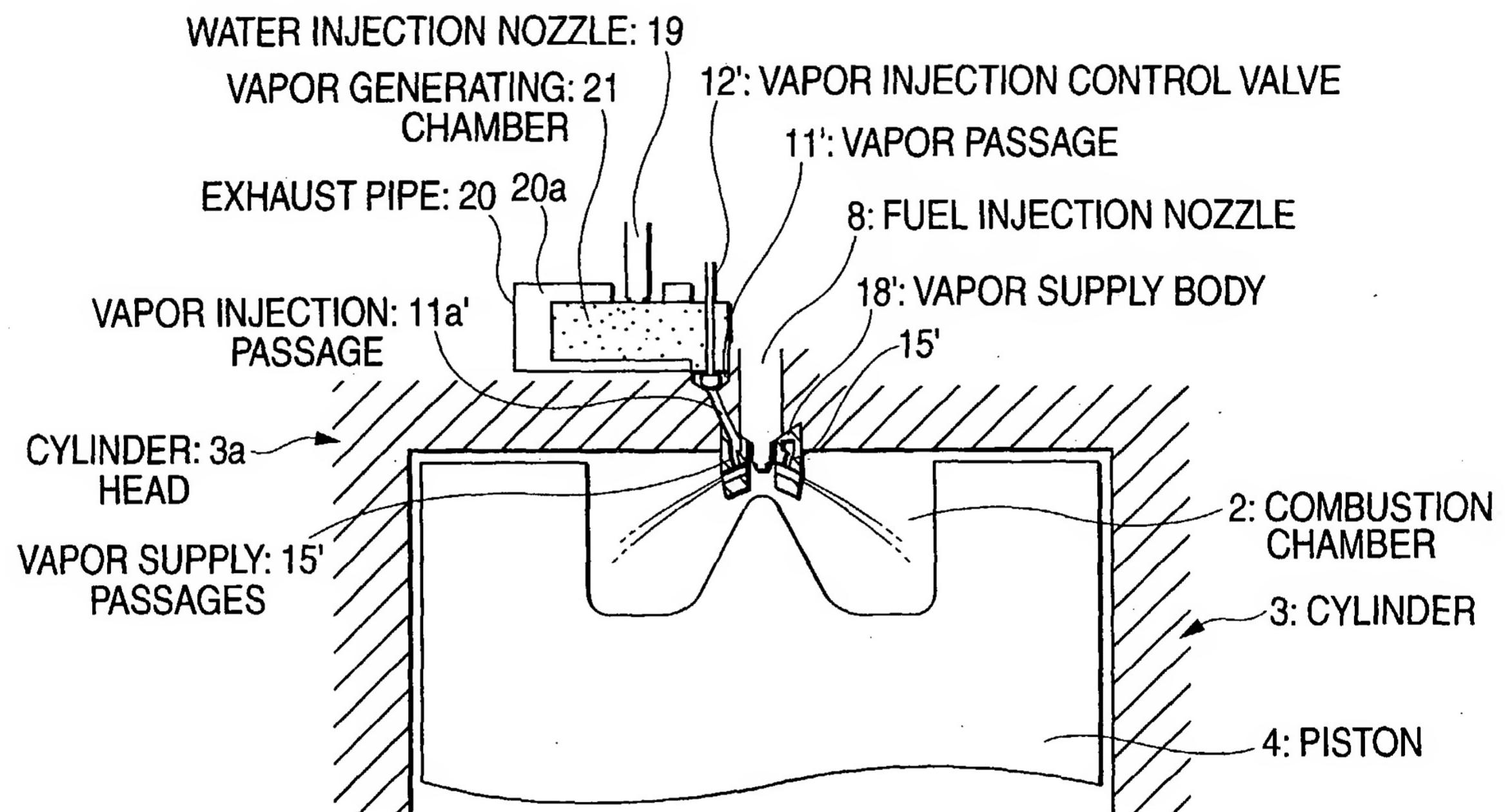
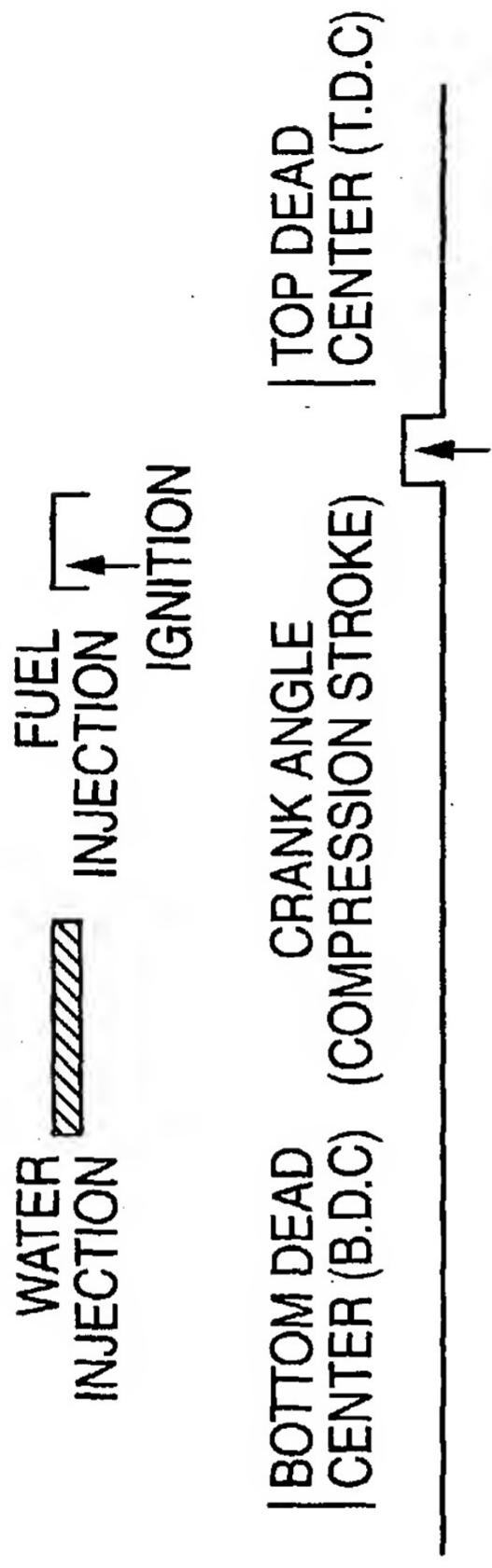


FIG. 8





*FIG. 9A*  
LOW LOAD TIME  
REGULAR DIESEL ENGINE

*FIG. 9B*  
SECOND MODE OF EMBODIMENT  
(CONTROL EXAMPLE 1)

*FIG. 9C*  
SECOND MODE OF EMBODIMENT  
(CONTROL EXAMPLE 2)

*FIG. 9D*  
SECOND MODE OF EMBODIMENT  
(CONTROL EXAMPLE 3)



*FIG. 9E*  
HIGH LOAD TIME  
REGULAR DIESEL ENGINE

*FIG. 9F*  
SECOND MODE OF EMBODIMENT  
(CONTROL EXAMPLE 1)

*FIG. 9G*  
SECOND MODE OF EMBODIMENT  
(CONTROL EXAMPLE 2)

*FIG. 9H*  
SECOND MODE OF EMBODIMENT  
(CONTROL EXAMPLE 3)

**FIG. 10**

